Please amend the following paragraphs of the Specification as indicated below:

[0020] The seat belt restraint system further includes a lap belt comprising an outboard lap belt segment 18 and an inboard lap belt segment 20. The upper ends of the lap belt segments 18,20 are fitted with mating buckle/latch assemblies 22 that are releasably securable to one another in order to fasten the lap belt around the occupant's pelvis, as is well known in the restraints art. The opposite, lower end of the outboard lap belt segment 18 extends from a retraction point 24 adjacent the rear of the outboard side of the seat cushion 16. The retraction point 24 comprises a housing 26 (not shown in Figures 2 and 3) containing a belt retractor 28 which engages the outboard lap belt segment 18 and provides for adjustment of the length of the belt for varying-sized seated occupants and for properly positioning of the seat belt restraint system, as is well known in the art. The ~~retractor 28~~housing 26 may also ~~incorporate~~ contain a belt pretensioner 29 and/or a load limiter of the type well known in the restraints art. The inboard lap belt segment 20 extends from a retraction point adjacent the rear of the inboard side of the seat cushion 16. The inboard retraction point comprises a housing (not shown) and retractor (not shown) substantially similar to that on the outboard side. Alternatively, one or both of the lap belt retractors 28 and/or pretensioners 29 may be located within or behind the seat 10, or may be secured to some vehicle structure adjacent the seat 10 which adequately supports seat belt loads, as is commonly known in the art. It is also possible to utilize a single retractor and/or pretensioner that engages both lap belt segments 18,20.

[0021] The seat belt restraint system further includes an outboard shoulder belt 36 and an inboard shoulder belt 38 extending downwardly from the upper portion of the seat back 12 adjacent to the outboard and inboard sides of the seat back respectively. The upper ends of the shoulder belt 36,38 are preferably engaged by belt retractors ~~(not shown)~~37 that may be located inside of or adjacent the seat back 12. Belt pretensioners and/or load limiters (not shown) of the type well known in the art may also be provided for the shoulder belts 36,38.

[0022] The lower ends of the shoulder belts 36,38 are releasably or permanently connected to the lap belt. In the preferred embodiment, the outboard and inboard shoulder belts 36,38 are secured to the buckle/latch assemblies 22 of the outboard and inboard lap belt segments 18,20 respectively. During normal use, the four point seat belt restraint system is unfastened by releasing the buckle/latch assemblies ~~18~~,22 connecting the lap belt segments 18,20 to one another, while the shoulder belts 36,38 remain attached to the respective lap belt segments 18,20. All four belts are fastened to one another at what will be referred to herein as a center latching point 39, which is preferably positioned low on the occupant's pelvis.

[0024] In the depicted embodiment of the invention, the belt positioning mechanism 40 further comprises a track 44 disposed adjacent the side of the seat cushion 16. Track 44 may extend substantially horizontally in a forward-and-aft orientation as shown, or may be inclined. The guide member 42 slidingly engages the track 44 for

movement therealong. An actuator mechanism 46 is preferably contained within housing 26 and moves the guide member 42 along the track 44. Actuator mechanism 46 may be powered by any appropriate means, such as an electric motor, a mechanical spring, a pyrotechnic charge, or compressed cold gas. If desired, the power sources for the actuator mechanism 46 may be integrated with the lap belt retractor 28 and/or its associated pretensioner 29. For example, a single pyrotechnic charge may be used to generate gas to power both the actuator mechanism 46 and the lap belt pretensioner 29.

[0026] Figures 1 and 2 depict the invention seat belt restraint system during normal vehicle operations, which consist of all operating conditions other than those that require optimum restraint of the vehicle occupants. This configuration is referred to herein as the comfort configuration. In the comfort configuration, the guide member 42 is positioned forward with respect to the track 44 and the seat cushion 16 such that engagement of the guide member 42 with lap belt segment 18 causes the portion of the belt ~~in~~ extending downward over the outside of the occupant's thighs and/or pelvis (between the center latching point 39 and the belt guide member 42) to assume a nearly vertical orientation, as best viewed in Figure 2. The lap belt retractor 28 preferably maintains a degree of tension in the lap belt segment 18, so that the nearly vertical orientation of this portion of the lap belt provides a downward pull on the shoulder belts 36,38. This helps to maintain the center latching point 39 in an optimum position low on the pelvis of the occupant.

[0027] Referring now to Figure 3, in the event of an actual or anticipated collision or other abrupt deceleration of the vehicle, the restraint system moves to the crash restraint configuration, wherein the actuator mechanism 46 has moved the guide member 42 rearward along the track 44. When in the crash restraint position, the belt positioning mechanism 40 allows the lap belt segment 18 to extend in a generally straight line between the occupants thighs and the lap belt retractor 28. This rearward angle of the lap belt provides better restraint of the occupant during a rapid deceleration. The lap belt retractors 28, pretensioners 29 and/or shoulder belt retractors 37 are preferably also activated in order to more effectively restrain the occupant.

[0031] Upon sufficient vehicle deceleration or other indication of a current or impending crash, the guide member 50 becomes detached from the seat cushion 16 and the lap belt pretensioner 29 and/or associated ~~with~~ retractor 28 is activated to tighten the lap belt 18 and draw it to the crash restraint position shown in Figure 5. The guide member 50 is completely detached from the seat 10 in the crash restraint position, and is supported only by its engagement with the lap belt 18.